WHAT IS CLAIMED IS:

1. A car navigation system comprising:

a current position detecting section for detecting a current position of a vehicle;

5   a map information storing section for storing map information;

a route storing section for storing a route from the current position to a destination, the current position being searched for and set based on said map information storing section;

10   a guidance node storing section for storing a guidance node extracted from the route stored;

a guidance section for providing guidance of one of the route and guidance node;

a control section for controlling said sections; and

15   a trifurcate guidance section for making a decision of considering two consecutive bifurcate intersections as a single trifurcate guidance node, for making a decision of a guidance direction to be provided as trifurcate guidance, and for having said guidance section provide the trifurcate guidance as to the

20   single trifurcate guidance node.

2.   The car navigation system according to claim 1, wherein the two consecutive bifurcate intersections constituting the single trifurcate guidance node consist of two consecutive bifurcate

25   guidance nodes among guidance nodes stored in said guidance node storing section.

3.   The car navigation system according to claim 1, wherein the two consecutive bifurcate intersections constituting the single

30   trifurcate guidance node consist of a bifurcate guidance node

among guidance nodes stored in said guidance node storing section and a bifurcate intersection not subjected to guidance.

4.   The car navigation system according to claim 1, wherein said guidance section provides speech guidance for the single trifurcate guidance node.

5.   The car navigation system according to claim 1, wherein said guidance section conducts display guidance which provides a trifurcate information map for the single trifurcate guidance node.

6.   The car navigation system according to claim 1, wherein said trifurcate guidance section makes a decision of the single trifurcate guidance node using a road attribute of a road between the two bifurcate intersections as a decision condition.

7.   The car navigation system according to claim 1, wherein said trifurcate guidance section makes a decision of the single trifurcate guidance node using a road attribute of a road joined to each of the two bifurcate intersections as a decision condition.

8.   The car navigation system according to claim 6, wherein the road attribute includes at least one of a road type selected from an expressway and ordinary road, a width of the road, a number of lanes, traveling speed, traffic classification, and a divided/undivided road.

9.   The car navigation system according to claim 1, wherein said

trifurcate guidance section makes a decision of the single trifurcate guidance node using a junction angle between roads as a decision condition, each of the roads being joined to one of the two bifurcate intersections.

10. The car navigation system according to claim 1, wherein said trifurcate guidance section makes a decision of the single trifurcate guidance node using a distance between the two bifurcate intersections as a decision condition.

11. The car navigation system according to claim 1, wherein said trifurcate guidance section makes a decision of a guidance timing as to the single trifurcate guidance node with reference to one of the two bifurcate intersections, which is closer to a start point.

12. The car navigation system according to claim 1, wherein when a plurality of sets of two consecutive bifurcate intersections to be adopted as the single trifurcate guidance node are present, said guidance section provides guidance for only one of the plurality of sets as the trifurcate guidance node.

13. The car navigation system according to claim 7, wherein the road attribute includes at least one of a road type selected from an expressway and ordinary road, a width of the road, a number of lanes, traveling speed, traffic classification, and a divided/undivided road.